



Economic Development Council

Brief On  
Design For Development  
Phase 1: Analysis



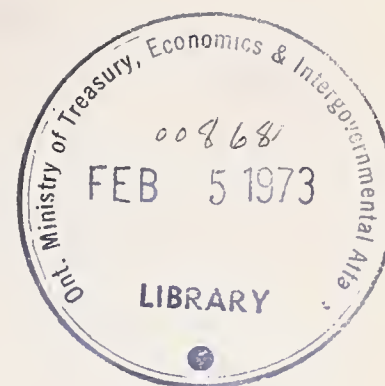
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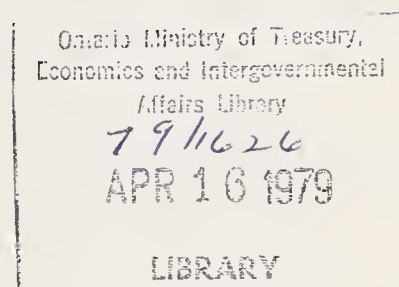
DESIGN FOR DEVELOPMENT - SOUTH ONTARIO REGION

SOUTH ONTARIO REGIONAL DEVELOPMENT COUNCIL

REGIONAL COMMENT

ON

PHASE I: ANALYSIS



Assistance in Preparation of this  
Brief was provided by:

PHILIPS PLANNING AND ENGINEERING LIMITED,  
Consulting Engineers and Town Planners,  
Burlington, Ontario.





## Economic Development Council

66 Livingston Ave., Grimsby, Ontario — 945-5479



March 8th, 1971.

Mr. H. I. Macdonald,  
Deputy Treasurer of Ontario  
and Deputy Minister of Economics,  
Chairman, Interdepartmental Advisory  
Committee on Regional Development,  
Seventh Floor, Frost Building,  
Toronto, Ontario.



Dear Mr. Macdonald:

The South Ontario Economic Development Council respectfully submits this Brief in response to Design for Development: Niagara (South Ontario) Region Phase I: Analysis.

In preparing this submission we have reviewed the response to public presentations held in the Region and the briefs and comments which were prepared by agencies and individuals throughout the South Ontario Economic Region.

We appreciate this opportunity to review the Phase I: Analysis document and look forward to reviewing Phase II after its presentation.

We hope that the comments provided in our brief will assist the Regional Development Branch in the formulation of realistic policies which will guide the future development of the South Ontario Economic Region.

Yours very truly,

HW/ad

H. Wills,  
President.



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DESIGN FOR DEVELOPMENT - SOUTH ONTARIO REGION

SOUTH ONTARIO REGIONAL DEVELOPMENT COUNCIL

REGIONAL COMMENT

ON

PHASE I: ANALYSIS

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## I INTRODUCTION

In reply to the request of the Honourable C. S. MacNaughton, and as part of the role of the Regional Development Council, the South Ontario Economic Development Council has reviewed Phase I: Analysis as prepared and presented to them on June 2nd, 1970.

The consideration and examination has included a review of the public discussions held in June and the briefs and comments received from agencies and individuals throughout the South Ontario Economic Region.

The intention of this brief is to present to the Government of Ontario and the Regional Development Branch, the position and policies of the South Ontario Regional Development Council relative to the Phase I: Analysis document. Many valid points were presented in the forty-five briefs submitted to both the Regional Development Council and to the Province. It is not the intention of this brief to reiterate those points which have already been made, rather the brief will attempt to outline those considerations which are of major regional concern and to provide comments to the Regional Development Branch which may assist in the formulation of Phase II: The Plan.

In general, response to the Phase I document was favourable. The document provided a comprehensive summary of



the various economic and demographic statistics available for the Region. Two basic themes were observed in the briefs.

- (a) commentary on economic and planning problems of a local nature which, in some cases, were not covered in the Phase I report.
- (b) comments on the accuracy of data or priority ratings as presented in the Phase I report.

In some cases, the briefs included both themes although generally they fell into one category or the other. Most of the briefs were primarily concerned with the "hard" services or systems within the Economic Region such as municipal utilities, industrial base and transportation. This may be a reflection of the main concerns of the Phase I report. The "soft" systems, including such things as social services, health services, education and cultural facilities were mentioned in only eight of the briefs. The South Ontario Economic Development Council recommends that even though these soft services received limited attention in the briefs, that they be considered as essential considerations in the development of the Phase II proposals.



## II APPROACH TO PREPARATION OF THE BRIEF

The preparation of this brief involved four basic stages. These were:

- (1) Study Design
- (2) Analysis
- (3) Report Formulation
- (4) Report Finalization

In order that the brief would accurately reflect the position and policies of this Council, a Committee of the whole Council was active throughout each stage of the report preparation. Meetings were held at each stage of report preparation with the proceedings of each meeting being tape-recorded in order that all points raised by participants could be included in the brief.

The initial step in the analysis was to summarize the principle points and themes of all briefs. The summaries of briefs are included as Appendix 1 to this brief. Some points were common to many briefs and tables were prepared to indicate the extent and nature of the common points. These tables are included as Figure 3 and 4 in Appendix 1.



### III STATEMENT OF POSITION

The South Ontario Economic Development Council makes the following statements of position on the various aspects of Phase I: Analysis.

#### A. AGRICULTURE

1. The approach to agriculture in the Phase I: Analysis report was oriented to the physical characteristics rather than the economic factors affecting the future of agricultural production. As a result, it is the opinion of the South Ontario Economic Development Council that adequate consideration of the agricultural industry was not provided in Phase I: Analysis. It is our hope that a more detailed consideration will be given to the agricultural sector in Phase II.

2. Considerable concern has been expressed to the Regional Development Council by agriculturalists with regard to the levying of taxes for educational purposes on open land.

The Council endorses the present policy of the Ontario Government regarding tax rebates to farmers in order to reduce the education portion of the real property tax on agricultural land.

3. There is an increasing trend in the Economic Region to factory type farming operations and intensive animal



operations. The Regional Development Council recommends that the problems created by conflicting land uses adjacent to intensive animal operations should be recognized, and that such operations should be provided with protection from non-farm type development in the areas where they are desirable. The trend to an increasing number of intensive animal operations should be given consideration in the development of rural land use policies in Phase II.

4. The South Ontario Economic Development Council recommends that the Phase II report should contain a policy statement with regard to the "preservation" of the core areas of tender fruit land. This issue has been discussed and studied for a considerable period of time and was not satisfactorily dealt with in the Niagara Escarpment Study. It is essential that a decision be made before the current trends result in the elimination of a choice of alternative policies with respect to this issue.

If a decision is made to preserve these key areas, this Council endorses the suggestion contained in Dr. Lloyd Reeds' report that when the pressures of development reach these lands, the Government purchase the development rights and pay for the difference in cash to the owner between the price of the land for development and its basic price for



fruit growing. In this way the owner would not be forced to take a loss and the land could be reserved for the growing of fruit as long as this use is considered desirable and necessary.

5. The Regional Development Council is of the opinion that a solution to the problems of labour supply in agriculture must be sought in

- (a) larger farm units possibly through co-operative action on the part of agriculturalists,
- (b) retraining programmes for those displaced from agriculture as a result of increasing mechanization and consolidation of agricultural operations.

#### B. WELLAND CANAL

1. Considerable concern has been expressed by industries in the Niagara Peninsula part of the South Ontario Economic Development Council area with regard to lockage fees on the Welland Canal. The inequitable situation relative to tolls on the Canal was pointed out particularly well in the Ontario Paper Company brief. That brief stated:

"These charges are the same for large vessels as for our fleet of nine smaller ships even though we can carry only one-third the cargo. We need these smaller ships for our particular trade because pulpwood and newsprint docking,



handling, and storage facilities were developed over the years for cargoes of less than 10,000 tons. What is more, our smaller ships get little or no benefit from the deepening of the Canal from 25 to 27 feet. The previous depth was more than ample for our cargoes past and present; nor have the costly physical improvements added since the opening of the Seaway in 1959 enabled our vessels to reduce substantially their transit time. So we are paying for benefits which we do not need. We are pleased and gratified that the Government of Ontario has vigorously opposed tolls on the Welland Canal since they were introduced in 1959. As recently as March, 1970, the Ontario Economic Council urged the abolition of lockage charges on the Welland as being detrimental to the economic interest of the Province."

The policies of the Ontario Government with regard to the abolition of lockage fees on the Welland Canal are endorsed by the Council.

2. The Council recommends that careful study be given to the disposition of the disused Welland Canal relative to its potential for recreational uses and be included in Phase II.

### C. DATA ACCURACY

1. The Regional Development Council appreciates the difficulty of assimilating the large amount of demographic and economic data which was required for Phase I: Analysis, particularly with the time and cost constraints which had to



be applied. However, the Regional Development Council feels that the statistical methods used in analysing this data, in some cases, provide misleading or inaccurate conclusions. Possibly, the data provided and the priorities indicated by the earlier submission of the South Ontario Economic Development Council were somewhat misleading as a result of the questionnaire techniques used in gathering that data. The relevance of some priorities, particularly in the case of the smaller centres in the Region, is somewhat dubious as a result of the aforementioned statistical techniques. It is the recommendation of this Council that in order to avoid this same type of confusion of the Phase II Plan stage that draft copies of the tables and maps be reviewed with the Regional Development Council prior to publication of the finalized report.

2. There is need for more accurate definition of skilled and non-skilled labour categories as outlined in the Analysis report. Further to this, the Regional Development Council feels that the figures indicated in the report with regard to labour shortage are inaccurate at the present time and represent only an historical picture based on 1967 or 1968 data.



3. The Regional Development Council feels that although there is much land set aside within the Region for industrial purposes, there is very little industrial "serviced" land. Thus, there is a high priority for providing adequate utility services for the land set aside for industrial purposes.

#### D. INDUSTRIAL BASE

1. The Regional Development Council expresses considerable concern over the general movement of manufacturing out of the Region. This is particularly a problem in the Regional Municipality of Niagara portion of the Region in which heavy users of hydro-electric power are suffering an economic decline as a result of the loss of power rate advantages. This Council endorses the brief submitted by the Basic Power Users Committee and in particular the following four points:-

- (a) That rates charged by Ontario Hydro to heavy power using industries should be comparable to rates charged by Electrical Power Authorities in adjacent provinces and states.
- (b) That there is a need for longer term contracts.
- (c) That there is a need for a regulatory body capable of monitoring Ontario Hydro's power rate policies.



- (d) That there is a need for the requirement of public hearings on electric power rate increases announced by Ontario Hydro.

2. Development Pressures along Lake Erie

Although the Phase I: Analysis report referred to the increasing potential for development along the north shore of Lake Erie, limited attention was given to the problems of housing in this area. At the present time an increasing number of summer cottages are being converted to permanent dwellings and are causing a severe problem for lakefront municipalities. It is the opinion of the Regional Development Council that the problems of housing in the Nanticoke area deserve considerable attention in the Phase II report.

3. Financial Base for Phase II

The Regional Development Council is of the opinion that insufficient attention was given in the Phase I: Analysis to consideration of the financial base of the South Ontario Economic Region. In order that the alternative plans, which may be developed in Phase II, can be adequately evaluated, the past, current and likely future tax base of the Economic Region should be investigated.

During the development of the Phase II proposals, attention should be given to:-



- (a) The nature of the past and current tax base.
- (b) The nature of tax base changes likely to be required to support the Phase II programmes including grants, Federal and Provincial.
- (c) The likely impact of the cost of implementation of the Phase II programmes on corporate and individual taxpayers in the South Ontario Economic Development Region.

#### 4. Effect of the New Canal Bypass on Industrial Location

The Regional Development Council is of the opinion that the new Welland Canal bypass will be a major factor affecting industrial location within the Region. The effects of these relocations have not been analysed and require some attention and study before the Phase II plan is developed.

#### 5. Conflict Between Industry and Tourism

Although the question of conflict between tourist land uses and industrial land uses was outlined in several briefs and at several of the public meetings, it is the opinion of the South Ontario Economic Development Council that this question is more related to the Area-wide (Regional, County and City planning agencies) planning function and can be resolved by a proper consideration of environmental factors during the Area-wide planning process.



## 6. Service Corridors

In several of the briefs presented by municipalities the problems created by utility rights-of-way (hydro, pipelines, etc.) in urban areas were outlined. It is recommended that consideration be given in the formulation of Phase II to the need for development of service corridors which will include the various utility systems. This is of immediate importance with regard to the future urban areas of Haldimand and Norfolk and to rural areas throughout the South Ontario Economic Region.

## E. POLLUTION

1. The South Ontario Economic Development Council is aware of the considerable concern that was raised in the public meetings and the written briefs regarding pollution within the Region. This Council recognizes that there is a problem with regard to pollution and that certain goals with regard to the elimination of pollution are desirable. However, the Council further recognizes that there are certain considerable costs involved in achieving these goals and they cannot all be achieved on a "tomorrow" basis. The economic considerations relative to pollution are of major importance in the Region, particularly in the case of older industries which have a large capital investment in their present equipment and would incur considerable capital cost



to rectify the problem. For these industries to immediately rectify the problem at such considerable costs could result in the loss of that industry to the area. This Council recommends that the Ontario Government give consideration to some form of assistance to such industries.

## 2. Priority of Urban Noise Pollution Abatement

At the public meetings held in the Region and through the briefs received, considerable concern was expressed regarding high levels of noise pollution. In the longer term, this source of environmental pollution may be one of the most difficult to limit and control. It is the recommendation of the Regional Development Council that more study be given to this aspect of the pollution problem by the Regional Development Branch.

## F. RECREATION

### 1. Systematic Review of Recreation Facilities

The Phase I: Analysis report provided only an overview of the attractions and recreational facilities of the Region. As one of the major resources of this area, this facet of economic development deserves a more comprehensive analysis when the Phase II Plan is developed. The facilities



in the Region should be viewed as a series of systems being linked by a number of physiographic or geologic features. For instance, the lakeshores and the Niagara River provide a system of lakefront, park and beach facilities, while the Niagara Escarpment provides a series of hiking and conservation area facilities. In the past, many considerations of the available parks and recreation facilities in the South Ontario Economic Development Region have neglected the fact that these facilities are used by a very large number of tourists. When reviewed on the basis of the local population, the parks appear to have more than adequate capacity. However, when reviewed in terms of the number of users, the Region is actually experiencing a shortage of park land.

## 2. Integration of Recreation Facilities

The Council sees a considerable need for greater co-operation between agencies within the South Ontario Economic Region responsible for providing recreation facilities. At the present time there are numerous agencies such as conservation authorities and parks boards which are often working in isolation from one another and yet all providing facilities which are used on a regional basis. The provision of recreational facilities serving a regional clientele must be planned on the basis of careful study of the present and future demand. The Grand River Conservation Authority has



completed some studies in the western part of the South Ontario Economic Development Region with regard to the availability and demand for recreational facilities in both the private and public sectors. It is recommended that consideration be given to expanding these studies throughout the Economic Region and encouraging co-ordination between the agencies responsible for major Regional recreation facilities.

3. Preservation of Historical Sites

The South Ontario Regional Development Council agrees that the preservation of sites of historical interest should be of high priority throughout the Region.

4. The Provision of Beach Facilities

The South Ontario Economic Development Council is of the opinion that there is presently a considerable need for beach facilities within the South Ontario Economic Development Region. One of the goals of Phase II should be to provide more public beaches for both tourists and residents. The comments received at public meetings may have been somewhat emotional with regard to acquisition of beach areas by American citizens and the present limited amount of public beach.



It is the recommendation of the South Ontario Economic Development Council that an orderly and rational programme of land acquisition be developed in co-operation with the Provincial Government in order that the present and future needs for beach facilities can be met.

## G. TRANSPORTATION

### 1. Transportation Corridors

Concern was expressed in a number of briefs regarding the relationship between the transportation network in the Region and the remainder of the Province. This was particularly the case with the Brantford situation where linkages between the Brantford urban area and the Kitchener-Waterloo area are presently very poor. Within the Region, a number of transportation corridors between urban centres were indicated as being presently inadequate. Specific comments were made with regard to the linkage between the Port Colborne - Welland area and St. Catharines and the Queen Elizabeth Way. Number 3 Highway was rated as inadequate for carrying present volumes of traffic in an east-west direction in the southern part of the Region.

The South Ontario Economic Development Council wishes to express concern with regard to the future improvement of Highway Number 6 and Highway Number 3 particularly



with respect to the development of the north shore of Lake Erie. The routes will be inadequate for the level of industrial traffic which will be generated between other centres in the South Ontario Economic Development Region, other economic regions and Nanticoke.

## 2. Alternate Transportation Systems

The South Ontario Economic Development Council is of the opinion that the transportation review in Phase I: Analysis is far too oriented toward the private automobile. A fresh approach is needed toward transportation planning because the automobile is one of the most expensive forms of transportation. We must become more oriented to mass transit systems which will require subsidization at all levels of government but in the longer term, provide the only satisfactory answer to the problem of moving people in an urban environment. It is the recommendation of the South Ontario Economic Development Council that research be undertaken regarding alternate forms of transportation, such as the hovercraft, rapid transit, extension of a GO type transit system and monorail systems before the Phase II Plan is finally adopted.

## 3. Air Services

The Phase I: Analysis report has not indicated the role that air services play as part of the transportation



system within the Region. This appears to be an oversight and must be included in any analysis of the Regional transportation system. While air services within the South Ontario Economic Region may presently be limited, they are increasing and will eventually become a major means of moving both people and products. The location of new airport facilities in southern Ontario, including the new Toronto Airport, will have major effects relative to transportation systems in the South Ontario Region. It is recommended that the location of new airport facilities be considered when the Phase II Plan is being developed.

#### 4. Escarpment and Scenic Drives

The South Ontario Economic Development Council endorses the concept presented in the City of Hamilton brief which recommends a series of complementary open space nodes along the Escarpment and on the adjacent shore of Lake Ontario as indicated in Figure 1. It is recommended that a traffic artery be located one to two miles back from the cliff and be designed such that short scenic loop drives would provide access to the edge of the palisades. Open space nodes along the Escarpment would be paired with open space nodes along Lake Ontario and each would be linked by conserving between each pair of nodes one suitable ravine as an open space link.



The location of the Scenic Drive along the Niagara Escarpment is of major concern to the South Ontario Regional Development Council. It is recommended that the Scenic Drive be developed along the top of the Escarpment and not traverse the face of the Escarpment as originally proposed in the Tri-County Scenic Drive Study.

#### 5. Highway Above the Escarpment

The Regional Development Council endorses the submission of the City of Hamilton which recommends the location of a mountain freeway south of the Escarpment linking Highway 403 by an alignment which would continue on top of the plateau extending easterly along the Niagara Peninsula to connect with road systems in New York State. This is shown in detail in Figure 2 which also outlines recommendations 4 to 12 of the City of Hamilton brief. Points 4, 10 and 12 of the Hamilton submission propose, in essence, an increase in the accessibility of the northern fringes of the top of the Niagara Plateau, in order to take some of the pressure off the fruitbelt and the lakeshore lowlands. Recommendation Number 4 would increase the accessibility by private car, while proposals 10 and 12 recommend making the top of the Escarpment more accessible to the pedestrians.



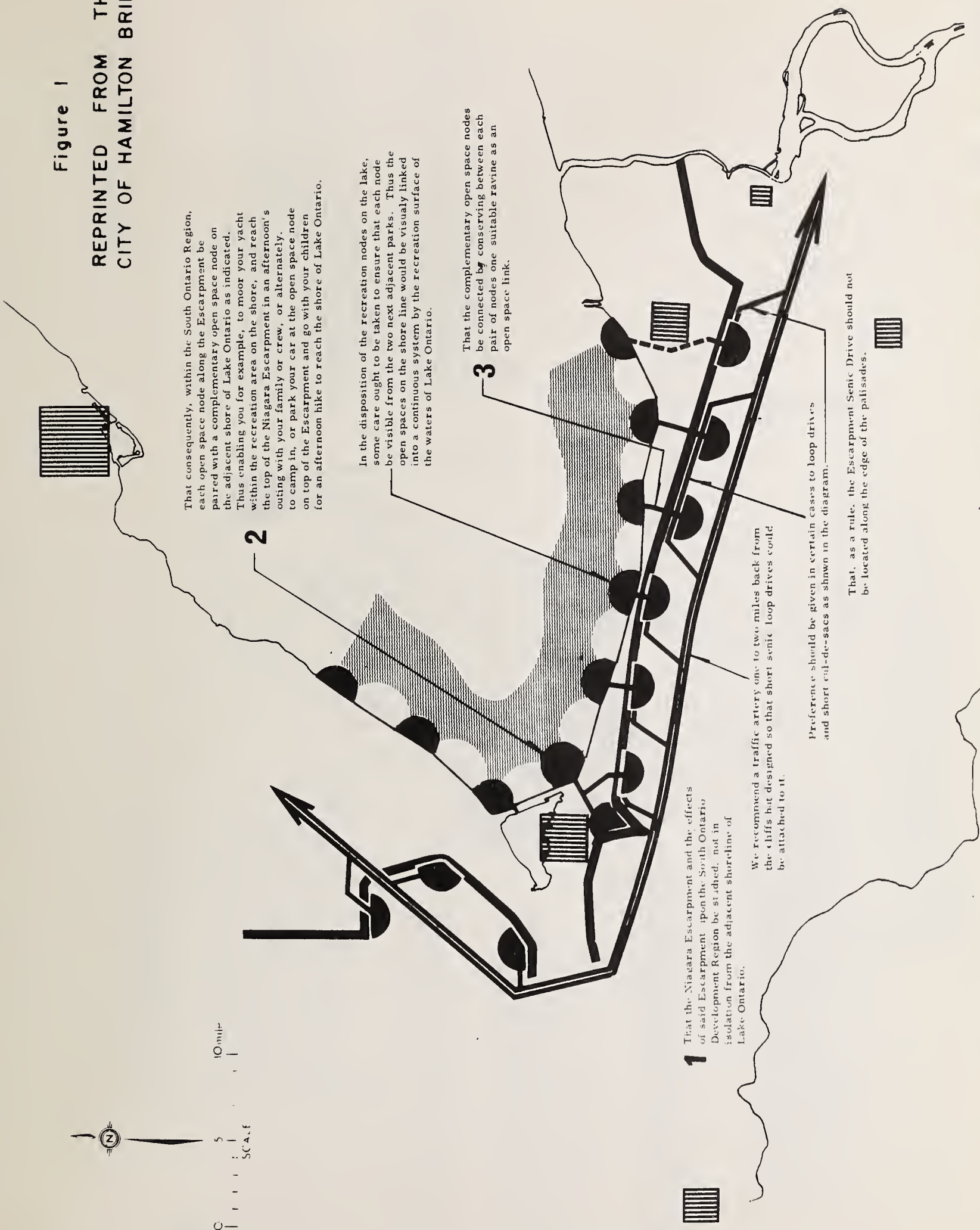




Figure 2

# REPRINTED FROM THE CITY OF HAMILTON BRIEF

That the western tip of Lake Ontario be rounded by a double horseshoe of freeways instead of tunneling all traffic over the difficult stretch of Burlington Beach.

That, to achieve this, a second freeway alignment between Toronto and Niagara Falls be established to parallel the Queen Elizabeth Way. This would provide for Highway No. 403 from Toronto to link up on top of the Escarpment with the Mountain Freeway. Said alignment would continue on top of the plateau extending easterly along the Niagara Peninsula to connect with roads systems in New York State.

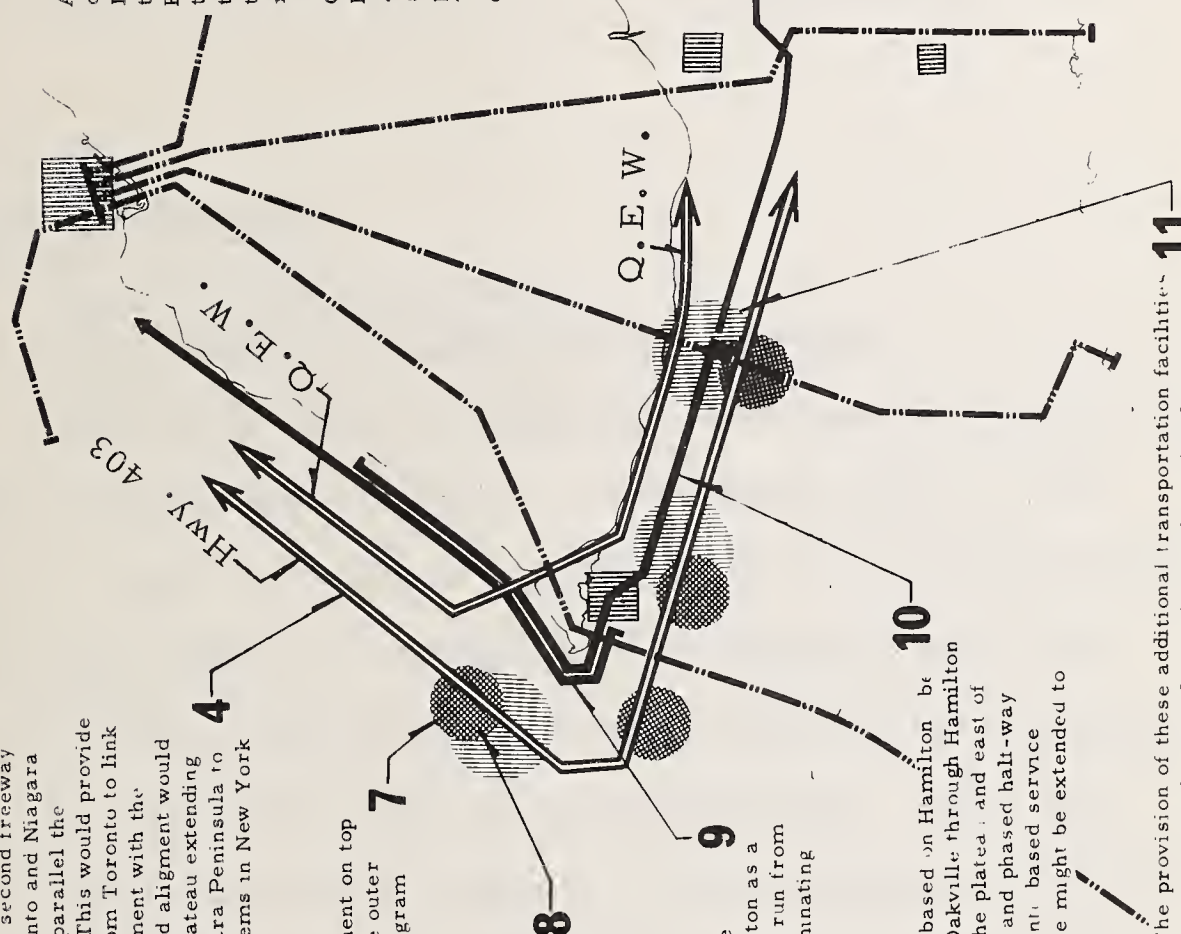
That the possibility of locating nodes of employment on top of the Escarpment be considered, based upon the outer horseshoe of freeways as indicated upon the diagram.

That if the employment facilities mentioned under point (7) be in manufacturing, such industries be established on the outside of the outer horseshoe of freeways in the general location where the freeway cuts an existing or proposed railway line or near an airport, as indicated upon the diagram.

That an extension be instituted as soon as practicable of the established GO Rail Transit System into Hamilton as a Twenty minute service, so that GO trains would run from Hamilton through Toronto to Oshawa, instead of terminating in Oakville.

That a secondary GO transit service, based on Hamilton be established in the future to run from Oakville through Hamilton to a proposed Satellite City on top of the plateau and east of Hamilton at twenty minute intervals, and phased half-way between the train schedule of the Toronto based service to the more distant future this service might be extended to Fort Erie or Buffalo.

The provision of these additional transportation facilities would create favourable conditions for a development of the top of the Escarpment such as a Satellite City to be established in the general area south of Grimsby on top of the bluffs.



A most distinctive feature in this Region is the alternation of land, water, land, water, land ... Lake Ontario and Lake Erie being the water surfaces and Niagara Peninsula the land in between. The Amphibious means of the Hovercraft appears to offer an excellent means of transportation in this particular topography. The twelfth recommendation, therefore, is to examine the possibilities opened by this new means of rapid transit.

Operating on routes from Toronto across Lake Ontario to Hamilton, other urban centres in the Niagara Peninsula and across to Lake Erie and to urban centres further south as indicated on this diagram, this could very well provide a fifteen minute travel-time service between Toronto and Hamilton.

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## 6. Niagara Falls Railway Problem

The South Ontario Economic Development Council is in agreement with the suggestions made in the Niagara Falls and Rail Relocation Action Force briefs relative to the relocation of the Penn Central Railway away from the downtown core area of Niagara Falls. This land use conflict represents a major problem for the City and should be carefully reviewed before Phase II is finally adopted.

## H. PUBLIC INVOLVEMENT

### 1. Need for Greater Public Involvement in the Planning Process

The South Ontario Regional Development Council has reviewed the approach to public involvement both in its earlier five year programme and that taken by the government in presenting Phase I: Analysis. It appears that the response to both the questionnaire and the public meeting approach is something less than satisfactory. What has happened in the past with regard to the attempts at public involvement is now history. The need now is to develop a methodology of involvement and participation that really works. At the present time different agencies within this Economic Development Region have been experimenting with a new method of public involvement which involves the bringing



together of small groups who represent Opinion Leaders from the community and asking them, "What are the real issues, the real problems that you are facing?" In addition to this, consideration should be given to using the conference technique for Regional discussion of the Phase II document.

It is the opinion of the Regional Development Council that a fresh approach to public involvement must be taken at Phase II if we are to get a truly representative and critical comment of the development plan for this Region. We suggest that the Regional Development Branch investigate the public participation methods presently being used in the planning programme for the Regional Municipality of Niagara and the Haldimand-Norfolk Study in order that an improved method of public involvement can be developed before the presentation of Phase II.

## 2. Co-ordination of Government Departments

In both the public meetings and the briefs, considerable attention was given to the apparent limited co-operation between various departments of the Provincial Government. The Regional Development Council recognizes that Dr. Thoman indicated his concern for increased co-ordination during his presentations at the public meetings. We endorse this position and sincerely hope that this attempt at co-ordination will achieve success. This concern is also expressed in relation to co-operation between the Federal and Provincial levels of government.



#### IV CONCLUSION

The Phase I document represents many hours of research and analysis by the Regional Development Branch. The South Ontario Economic Development Council has appreciated the opportunity of reviewing the document and is hopeful that the comments provided in this brief will assist in the formulation of realistic policies which will guide the future development of the South Ontario Economic Region.

It is recognized that many of the studies and suggestions recommended herein may not be possible before the release of the Phase II document. However, these studies should be completed during the period allowed for discussion of the Phase II proposals.

It is the opinion of the South Ontario Economic Development Council that community involvement in the evaluation of alternatives presented in Phase II is essential for successful implementation of the programme. We look forward to the release of Phase II: The Plan and to a continuing dialogue with the Government of Ontario.



## APPENDIX



### KEY BRIEFS

Brief Submitted By: The City of Brantford

Brief Submitted By: The Ontario Paper Company

Brief Submitted By: The City of Welland

Brief Submitted By: Grandoni and Graaskemp

Brief Submitted By: Canadian National

Brief Submitted By: The City of Niagara Falls

Brief Submitted By: The City of Hamilton

Brief Submitted By: Agricultural Representatives

Brief Submitted By: The Town of Lincoln

Brief Submitted By: Niagara Peninsula Conservation Authority

Brief Submitted By: County of Norfolk

Brief Submitted By: County of Haldimand

Brief Submitted By: Regional Municipality of Niagara

Brief Submitted By: County of Wentworth

Brief Submitted By: Basic Power Users Committee

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1894	Submitted by	James H. Smith
1895	Submitted by	James H. Smith
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1897	Submitted by	James H. Smith
1898	Submitted by	James H. Smith
1899	Submitted by	James H. Smith
1900	Submitted by	James H. Smith

FIGURE 3  
SUMMARY OF KEY BRIEFS  
SOUTH ONTARIO ECONOMIC DEVELOPMENT COUNCIL

Municipality or Organization	Agric.	Fruit Belt	Ind. Base	Labour Supply	Power Rates	Trans.	Canal	Hwy. above Escarp- ment	Recreation & Tourism	Escarp- ment	Pollu- tion	Tax System	Public Involve- ment	Data
Ontario Paper			X		X		X				X			
City of Welland			X	X		X	X	X						X
Grandoni & Graaskemp	X	X									X	X		
Niagara Basic Power Users Committee			X		X						X		X	
Canadian National		X	X			X	X							X
City of Niagara Falls			X	X		X			X		X	X	X	X
City of Hamilton			X					X	X	X				X
Dept. of Agriculture Representatives	X	X										X		X
Town of Lincoln	X	X	X			X			X	X				
Niag. Pen. Conservation									X	X				X
County of Norfolk						X								X
County of Haldimand														X
Regional Niagara		X	X	X		X	X	X	X	X	X		X	X
County of Wentworth	X					X								X
City of Brantford						X					X			



FIGURE 4

SUMMARY OF ALL BRIEFS  
SOUTH ONTARIO ECONOMIC DEVELOPMENT COUNCIL

Municipality or Organization	Agric.	Ind. Base	Utility Rates	Trans. portation	Tax System	Public Involvement	Data	Priorities	Recreation & Tourism	Pollution	Health & Education
Ontario Paper		X	X	X						X	
City of Welland		X		X			X				
Grandoni & Graaskamp	X				X					X	
Niagara Basic Power Users Committee		X	X			X				X	
Canadian National		X		X							
City of Niagara Falls		X		X	X	X	X	X	X	X	
City of Hamilton		X		X			X		X		
Dept. of Agriculture	X				X		X				
Town of Lincoln	X	X	X	X					X		
Niag. Pen. Conservation Authority							X		X		
County of Norfolk				X			X	X			
County of Haldimand							X				
Regional Niagara	X	X	X	X		X	X	X	X	X	
County of Wentworth	X			X			X	X			
City of Brantford				X						X	
Jackson Wholesale Grocers						X	X				
Rail Relocation Task Force				X				X		X	
Niagara Health Unit											X
Chamber of Commerce NF							X	X	X		
Township of Wainfleet									X	X	
Niagara District Airport				X			X				



FIGURE 4 - SUMMARY OF ALL BRIEFS - Continued

Municipality or Organization	Agric.	Ind. Base	Utility Rates	Trans- portation	Tax System	Public Involvement	Data	Priorities	Recreation & Tourism	Pollution	Health & Education
Regional Niagara - Social Services Dept.											X
Niagara Regional Library Board								X			
Town of Niagara											
City of St. Catharines							X				
Niagara South Board of Education											X
Towns of Simcoe & Delhi	X						X				
Town of Waterford						X	X	X			
H. Costello					X						
County of Brant				X						X	
Town of Grimsby		X		X				X			



## BRIEF SUBMITTED BY: THE CITY OF BRANTFORD

### Special Problems

- Brantford is in western periphery of Toronto-Centred Region and lies within Zone 3 where certain centres are to be stimulated but not Brantford - this is detrimental to the area's future.
- Water supply and sewage disposal inadequacies were noted by the Province but no comprehensive water management study for the Grand River Basin has been authorized.
- Brantford will not require a regional supply for a number of years to come.

### Special Information

- Need for local and regional land use plans is apparent. The population of the Brantford-Paris urban area is projected to 120,000 by the year 2000 (by the City) which is at a rate slightly higher than the rate of 1.48% for the past decade.
- It appears that the Government will decide to build a regional water supply system in the Grand River Basin with Lake Erie the probable source, in order to serve the K-W urban area (500,000 to 600,000 forecast population by 2000) which would provide an economic stimulus to the whole Basin.

### Key Points

- Brantford growth should be encouraged. N-S linkages are nebulous.
- A link should be provided to the new International Airport.
- The development at Nanticoke has a strong impact on Brantford but there has not been proper evaluation of this by the Province. A delay in such an evaluation or in restructuring local government will restrict growth prospects and future planning of the Brantford Sub-region.



Key Points - Cont'd.

- Government policy appears to involve abstaining from providing services and economic stimulus to those areas where either no growth or slow growth is desired, ie. Brantford, but levels of services to provide for the 2000 target population are still demanded in Brantford.
- A more "refined" appraisal of the effect on local planning will be possible only when the K-W; Hamilton-Wentworth and Haldimand-Norfolk study reports are available.

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BRIEF SUBMITTED BY: THE ONTARIO PAPER COMPANY

Comments on Priority Ratings

- Believe that the northern section of the Region does not have the same serious problems with social, educational, health and recreation facilities.

Special Problems

- Cost of pulp to be delivered to present location - with lockage fees, increasing cost of transportation.
- Electric power rates - because of pooling of rates, meant relatively higher costs - should be able to negotiate long term rates with Ontario Hydro for interruptible power.
- Demand by Government to clean up both air and water disposal - does not increase productivity.

Key Points

- For a basic resource industry, problems are cost of power, transportation, labour and pollution control. Must remember this is an old plant and changes to meet new standards are expensive.

REPORT OF THE ATTORNEY GENERAL

TO THE COMMISSIONERS OF THE LAND OFFICE  
AND THE COMMISSIONERS OF THE GENERAL LAND OFFICE  
FOR THE YEAR 1900

GENERAL SUMMARY

The following is a summary of the work done by the  
Attorney General during the year 1900.

The first part of the report deals with the  
general work of the office, and the second part  
deals with the work of the various divisions.

The first division of the office is the  
division of general law, and the second division  
is the division of land law.

LAND LAW

The first part of the report deals with the  
general work of the office, and the second part  
deals with the work of the various divisions.

## BRIEF SUBMITTED BY: THE CITY OF WELLAND

### Comments on Data Accuracy

- Disagrees with shortage of labour - have contact Manpower Departments.

### Special Problems

- Impact of construction of canal bypass at Welland - will create potential industrial sites as well as relieving road and railway congestion.
- Need for consideration of possible harbour facilities at Port Colborne.

### Key Points

- Industry in Welland is expanding.
- There is no shortage of labour.
- Improve accessibility of whole Region by constructing highway to Woodstock (401) from Fort Erie. Report did not note other highway improvements such as Highway 140, 406 and Weber Road.
- Need for harbour at Port Colborne to serve Region.
- Agrees Region no longer as attractive as it once was for industry, but blames Federal and Provincial policies for much of the change.

# THE HISTORY OF THE UNITED STATES

CHAPTER I

THE UNITED STATES OF AMERICA

1776

THE UNITED STATES OF AMERICA

THE UNITED STATES OF AMERICA

1776

THE UNITED STATES OF AMERICA

THE UNITED STATES OF AMERICA

THE UNITED STATES OF AMERICA

THE UNITED STATES OF AMERICA

THE UNITED STATES OF AMERICA

BRIEF SUBMITTED BY: GRANDONI AND GRAASKEMP

Special Problems

- Attitude of urban-industrial complex to farmland - does not recognize the value of farmland and that it is not replaceable.
- Boundary between City of Welland and Town of Pelham under Regional Government has only encouraged further destruction of farmland, need for wider view.
- possibility of reducing high costs of production by producing fertilizer from municipal sewage - helpful to both the urban and rural residents.

Key Points

- Decline of farm acreages.
- The effect of government planning and private development on farming.
- Diminishing incomes in all branches of farming.
- Need for three categories of mill rates to encourage farming and rehabilitation of under used lands - also tax rebates.
- Change Planning Act so that only agriculture and related uses be permitted in areas of agricultural zoning.
- Farmland cannot have a dollar value placed upon it.

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## BRIEF SUBMITTED BY: CANADIAN NATIONAL

### Comments on Data Accuracy

- Feels that sufficient capacity in Nanticoke Region to handle expected traffic.

### Special Problems

- Need for further studies in more detail on declining share of industries locating in the Region.

### Special Information

- Shortage of industrial land seems concentrated in Brantford, Hamilton and Niagara Falls Area.
- Many of plant expansions seem to have occurred in the Fruit Belt - underlines problem of land being desirable for more than one use.
- Report did not note potential for industrial sites in area of Welland because of canal changes.

### Key Points

- Recognition of development pressures along Lake Erie.
- Need for consideration of "growth pole" idea.
- Problems of congestion caused by Welland Canal will be overcome when new channel opened.
- Need to recognize close relationship between transportation network in the Region and the remainder of the Province.

1. Introduction

2. Objectives

The purpose of this study is to investigate the effect of the independent variable on the dependent variable.

3. Methodology

The study was conducted using a quantitative research design. Data was collected from a sample of participants.

4. Results

The results of the study show a significant positive correlation between the independent variable and the dependent variable.

The findings suggest that the independent variable has a positive impact on the dependent variable. This is supported by the statistical analysis.

The study concludes that the independent variable is a significant predictor of the dependent variable.

5. Conclusion

The study has shown that the independent variable has a positive effect on the dependent variable.

Further research is needed to explore the relationship between the independent variable and the dependent variable.

The study has provided valuable insights into the relationship between the independent variable and the dependent variable.

The findings of this study have implications for the field of research. They provide a basis for further investigation.

## BRIEF SUBMITTED BY: THE CITY OF NIAGARA FALLS

### Comments on Priority Ratings

- Problem of seasonal unemployment high because of tourist industry - should have higher rating.
- Need to improve air service.
- Urban noise pollution abatement should have high priority.
- Need for greater priority for library services.
- Preservation of historic sites should be given higher priority.

### Comments on Data Accuracy

- Agrees with Health priorities where data available.
- Information available which indicates not a shortage of industrial serviced lands.

### Special Problems

- Vulnerable to industrial relocation because factors which once favoured industries in the City no longer exist - also conflict between industry and tourism.
- Need for greater post secondary school training in Niagara Falls Area.
- For general areas, must stop urban sprawl so can define urban areas - need transportation corridors between centres without associated development.
- Need for a series of alternative plans.

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### Special Information

- Consideration of railway relocation in Falls area.
- Consideration of Tri-County Scenic Drive.
- Need for greater consideration of escarpment.
- Consideration of uses of land south of the Welland River for industrial, residential and conservation.
- need for more equitable grant in lieu of taxes from public bodies.
- Hydro lines, hydro canal, railways and highways all act to break up the city.

### Key Points

- Seasonal nature of employment in tourist industry and use of facilities.
- Problem of holding existing industry because of changing conditions (ie. power rates particularly) make this area less attractive.
- Need for greater consideration of local problems and greater public involvement.

1916-17-18

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8. 1916-17-18

9. 1916-17-18

## BRIEF SUBMITTED BY: THE CITY OF HAMILTON

### Comments on Priority Ratings

- Agrees with priority for scenic drive but does not believe it should not be continuous and should not follow the edge - use loops and cul-de-sacs.
- Disagrees with need for industrial diversification.

### Comments on Data Accuracy

- Generally agrees with priorities but there are inaccuracies on land use maps - should not hydro rights-of-way be considered open space?

### Special Problems

- Need for second horseshoe expressway atop the escarpment within 2 miles of the edge but not closer than 1 mile.
- Consider locating nodes of employment on top of the escarpment near the freeway - possibility of a Satellite City.
- Extension of GO commuter service to Hamilton and eventually similar service centred on Hamilton.
- Believe Hovercraft service centred on Toronto would be beneficial for the entire region.

### Key Points

- Study escarpment and Lake Ontario shoreline as one so that recreation nodes can be joined together by ravines or stream valleys.
- Need for freeway along top of the escarpment with communities along it.

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## BRIEF SUBMITTED BY: AGRICULTURAL REPRESENTATIVES

### Comments on Data Accuracy

- Disagree with statement of large abandoned orchards and vineyards - any such land either expropriated by Government or held by speculators.
- Question lack of investment in fruit farming - much investment in facilities and equipment.

### Special Problems

- abandoned farms are generally uneconomical units on marginal lands, many hobby farms.
- Although many fruit farmers receive satisfactory incomes, not good returns on investments.
- General need for greater land use planning.
- Importance of livestock - poultry enterprises - need for control of pollution.
- Problem of urban taxes in rural areas.
- Need for recreation land.
- Tobacco growers well off because of market - but not producing to potential.

### Special Information

- Special attention must be paid to the land capability map - because of climate and adaptability, some lands bordering Lake Ontario have higher potential for production than either Class 1 or 2 lands further back.
- Also need category for specialized crops.

STATISTICAL DATA OF THE UNITED STATES

General Statistics

Population of the United States, 1900  
Total population, 76,212,367  
White population, 62,626,742  
Colored population, 13,585,625

Population of the States

Population of the United States, 1900  
Total population, 76,212,367  
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Population of the States

Population of the United States, 1900  
Total population, 76,212,367  
White population, 62,626,742  
Colored population, 13,585,625

### Key Points

- Say there are not large abandoned fruit farms generally.
- The fruit farming industry has particular problems because of demand for land by urban areas but also because of taxation policies.
- Area never likely to reach full potential as an agricultural region because of opportunities in other fields.



BRIEF SUBMITTED BY: THE TOWN OF LINCOLN

Special Problems

- Need to upgrade Hwy. 8 as well as local roads.
- Willing to accept Dr. Reed's suggestions for preserving the Fruit Belt.
- Need to provide costly urban services but not to swallow up all the fruit land in payment for it.
- Should not ban extractive industry out right - matter should be given careful consideration.
- Varying types of residential development should be allowed ie. estate, pre-fabs, trailers and smaller homes.

Special Information

- Scenic Drive would provide basis for tourist industry as well as preserving the escarpment.
- Need for a north-south road for industrial traffic from Welland and Port Colborne to reach Q.E.W.
- Problem of hog and poultry farms, necessary part of the economy but where to locate them.
- High water rates hamper development by industry.
- Garbage disposal is a problem which should be solved by the Regional Municipality.

Key Points

- Transportation generally adequate but some routes need upgrading ie. Hwy. 8.
- Agree with need to preserve the Fruit Belt but will need land for more homes to pay for services.
- Need for lower water rates before industries can be attracted.

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BRIEF SUBMITTED BY: NIAGARA PENINSULA CONSERVATION AUTHORITY

Comments on Data Accuracy

- Need for recognition of role of Conservation Authorities in developing recreation areas - important land holders in Economic Region have 4,800 acres of developed recreational land.

Special Problems

- Recognition of importance of escarpment - hope to purchase up to 1,700 acres.

Special Information

- Some of Conservation authorities have land use plans which should be included in any future land use plans.

Key Points

- Recognition of Conservation Authorities roles and previous work.
- Need for preservation of some escarpment lands.

DATE: 10/11/11 TIME: 10:00 AM

1. The first part of the report is a summary of the work done during the week.

2. The second part is a detailed description of the work done.

3. The third part is a list of the results obtained.

4. The fourth part is a list of the conclusions drawn.

5. The fifth part is a list of the references used.

6. The sixth part is a list of the acknowledgments.

7. The seventh part is a list of the appendices.

8. The eighth part is a list of the index.

BRIEF SUBMITTED BY: COUNTY OF NORFOLK

Comments on Priority Ratings

- Believe that County road system is more than adequate and does not need such a high priority.

Comments on Data Accuracy

- Question of validity of comparing data and assigning priorities based on different years.
- Question using various bases for different comparisons.

Key Points

- Question validity of many of the comparisons.
- County road system is adequate.

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BRIEF SUBMITTED BY: COUNTY OF HALDIMAND

Comments on Priority Ratings

- Need for consideration of future demands caused by industrialization, as well as past demands.

Comments on Data Accuracy

- Data out of date - County has more accurate information available.

Special Problems

- Because of level of dates and out of date information, not possible to make comparisons.

1. General Information

10-53186

2. Description of the Case

The case involves a dispute over the ownership of a piece of property located at 123 Main Street, City of New York, State of New York. The property was purchased by the Plaintiff in 1980 and has since been used as a residence. The Defendant claims that the property was purchased by him in 1985 and that the Plaintiff's title is invalid.

3. Facts of the Case

The Plaintiff claims that he purchased the property from the Seller in 1980 for a purchase price of \$100,000. The Defendant claims that he purchased the property from the Seller in 1985 for a purchase price of \$150,000. The Seller has died and his estate has been liquidated.

4. Issues for Decision

The issues for decision are: (1) whether the Plaintiff's title is valid; (2) whether the Defendant's title is valid; and (3) whether the Plaintiff is entitled to a judgment of summary judgment.

## BRIEF SUBMITTED BY: REGIONAL MUNICIPALITY OF NIAGARA

### Comments on Priority Ratings

- Does not believe there is a shortage of labour
- Does not see in the Regional Municipality, a shortage of serviced land.
- Reducing unemployment should be given high priority especially in former Welland County.
- Higher priority for helping Social Planning Councils, particularly those serving rural areas.
- Greater emphasis should be placed on historic preservation.
- Escarpment should be stressed.

### Comments on Data Accuracy

- Review of data on which priorities are based so that priorities assigned may be checked.
- Fruit production increasing although acreage decreasing.
- Under Culture and Recreation, all centres cannot support all the facilities - since close to major centres, ratings may be inaccurate.

### Special Problems

- Need for delay in deadline so conference can be arranged.
- Recognition of problem of Regional Official Plan and Province's Plan fitting together.
- Transportation routes should be designed so that tourist can reach tourist areas.
- Congestion caused by Welland Canal can be overcome.
- Consideration of rr commuter service between urban areas when Toronto, Hamilton and Burlington and Penn Central drop their service.
- Greater consideration of environment in highway construction.

Вопросы к экзамену по курсу "История философии"

1. Философия Древней Греции

1.1. Философия Древней Греции. Философия Древней Греции возникла в VI в. до н.э. в Милете. Ее основателем считается Фалес.

1.2. Философия Древней Греции. Философия Древней Греции возникла в VI в. до н.э. в Милете. Ее основателем считается Фалес.

1.3. Философия Древней Греции. Философия Древней Греции возникла в VI в. до н.э. в Милете. Ее основателем считается Фалес.

2. Философия Средних веков

2.1. Философия Средних веков. Философия Средних веков возникла в V в. в Риме. Ее основателем считается Августин.

2.2. Философия Средних веков. Философия Средних веков возникла в V в. в Риме. Ее основателем считается Августин.

3. Философия Нового времени

3.1. Философия Нового времени. Философия Нового времени возникла в XVII в. в Голландии. Ее основателем считается Декарт.

3.2. Философия Нового времени. Философия Нового времени возникла в XVII в. в Голландии. Ее основателем считается Декарт.

3.3. Философия Нового времени. Философия Нового времени возникла в XVII в. в Голландии. Ее основателем считается Декарт.

3.4. Философия Нового времени. Философия Нового времени возникла в XVII в. в Голландии. Ее основателем считается Декарт.

3.5. Философия Нового времени

### Special Information

- How can abandoned canal land be used or rehabilitated.
- Need for consideration of transport corridor through southern end of peninsula to Detroit area.
- Consideration of problem of rr relocation in Niagara Falls.
- Possibility of a port at either end of Welland Canal.
- Should be subsidies for "feeder" air services to major centres.
- Need for highway corridor across the top of the escarpment.
- Noise and pollution a problem, particularly in Niagara Falls.

### Key Points

- Need to solve problem of slow industrial growth.
- Welland Canal Rehabilitation.
- Provision of adequate recreational and cultural facilities to meet local and international demands.
- Greater consideration must be given to the environment.
- Recognition that many of the problems are caused by the "International" location so that higher levels of government should help in solving the problems.

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## BRIEF SUBMITTED BY: COUNTY OF WENTWORTH

### Comments on Priority Ratings

- access to and from airports, particularly Mt. Hope should be given a high priority in view of the likely expansion.
- Data also available on access to ports which should be of high priority.
- Before policy to protect prime farmland undertaken, should ascertain what the farming needs are.
- No areas where cottage development should be encouraged.
- Provision of adequate serviced industrial and residential land should be a high overall priority.
- Access to recreation good by car but poor for pedestrians - need for M priority rather than H.

### Comments on Data Accuracy

- In Table 7.1, Townships of Ancaster and Slatfleet should be included.
- Hunting and fishing facilities should be added to Table 8.7.

### Special Problems

- Need for region wide study of sewer requirements for future development.
- On table 8.8, listing perhaps should have occurred in order of priority.
- Data on current government spending and shifts which would occur as a result of Phase II when it is presented.

[illegible]

### Key Points

- Wants the resulting policies to be consistent with the principles and recommendations of the Steele Report.
- Generally agree with data but there are local factors which do not seem to be considered.
- Need for parkway belts in Niagara Region as used in the Toronto-Centred Region Plan.
- Presentation of a series of alternatives in Phase II rather than just one plan - will make possible a more comprehensive review than at present.



## OTHER BRIEFS

Brief Submitted By: Jackson Wholesale Grocers Limited

Brief Submitted By: County of Wentworth

Brief Submitted By: Rail-Relocation Action Force

Brief Submitted By: Niagara Regional Health Unit

Brief Submitted By: Chamber of Commerce of Niagara Falls

Brief Submitted By: Township of Wainfleet

Brief Submitted By: Niagara District Airport Commission

Brief Submitted By: Niagara Regional Library Board

Brief Submitted By: Director of Social Services  
Regional Niagara

Brief Submitted By: Town of Niagara-on-the-Lake

Brief Submitted By: Town of Grimsby

Brief Submitted By: The City of St. Catharines

Brief Submitted By: Niagara South Board of Education

Brief Submitted By: Niagara Regional Board of Commissioners  
of Police

Brief Submitted By: Town of Simcoe and the Town of Delhi

Brief Submitted By: Town of Waterford

Brief Submitted By: Harold Costello

Brief Submitted By: County of Brant

Brief Submitted By: Harold F. Edwards

Brief Submitted By: W. H. Upshall

Brief Submitted By: Township of Woodhouse

Brief Submitted By: Regional Municipality of Niagara  
Public Works Department

Brief Submitted By: R. S. C. Rokeby

Brief Submitted By: Students of Bishop Ryan High School

Brief Submitted By: Students of Sir Allan MacNab  
Secondary School

1. *Pharmaceuticals* (1997) 10, 11.

BRIEF SUBMITTED BY: JACKSON WHOLESALE GROCERS LIMITED

Special Problems

- Long period of time to complete reports causes out of date material.
- Judgements should be made by area people rather than "outside" consultants.

Key Points

- Seems to be generally against any "outside of area" opinions.

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TEL: 773-707-5000 FAX: 773-707-5001

BRIEF SUBMITTED BY: COUNTY OF WENTWORTH

Key Points

- Found it not possible to make comments until phase II of the Report has been released. When the second phase is released, will make comments on them together.

THE UNIVERSITY OF CHICAGO

1. The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. The second part is devoted to a discussion of the experimental results obtained by the author and his co-workers. The third part is devoted to a discussion of the theoretical results obtained by the author and his co-workers. The fourth part is devoted to a discussion of the experimental results obtained by the author and his co-workers. The fifth part is devoted to a discussion of the theoretical results obtained by the author and his co-workers.

## BRIEF SUBMITTED BY: RAIL-RELOCATION ACTION FORCE

### Comments on Priority Ratings

- Removal of Penn Central should be of the highest priority.

### Special Problems

- Programme of re-location of Penn Central track in Niagara Falls not mentioned in the Report - if re-located, would eliminate noise, fumes and help reduce traffic congestion.
- Also feel rail relocation may provide a stimulus for developed of industrial development.

### Key Points

- Need for re-location of Penn Central to enhance Niagara Falls as a gateway to Ontario.



BRIEF SUBMITTED BY: NIAGARA REGIONAL HEALTH UNIT

Special Information

- Infant mortality rate - 1969 - 12.8 per 1,000 live births  
1968 - 19.8 per 1,000 live births
- Venereal Disease - 1969 - 15.9 per 100,000 population
- Tuberculosis - 1969 - 7.5 per 100,000 population

Key Points

- Making general statements with very little data would be premature.
- Noted improvement in condition of teeth of children who drink fluoridated water.
- Although the Region would seem to be well off, there is always room for improvement.



## BRIEF SUBMITTED BY: CHAMBER OF COMMERCE OF NIAGARA FALLS

### Comments on Priority Ratings

- Questions need for high priority for improving art galleries and museums since excellent facilities available in Toronto and Buffalo.
- For T.V., Radio, and newspapers, area is well served.
- Need for greater consideration of historic sites and buildings.

### Comments on Data Accuracy

- Question need for more campsites, particularly in the Niagara Falls area.
- Need for improvement of indoor group sport facilities.
- Libraries generally need more money and space.

### Special Problems

- Seasonal nature of tourism in Niagara

### Special Information

- Sees a need for a Regional Niagara Tourist Council which would help overcome some of the area's problems.
- Need for establishment of special zones for the protection of historic sites and buildings.

### Key Points

- Found the report somewhat confusing and superficial.
- Deals only with Table 8.7 on Recreation and Culture.
- Need for increased publicity of facilities which already exist in the area.

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1861.

2. The second part is a report from the Secretary of the Treasury, dated January 1, 1861.

3. The third part is a report from the Secretary of the Interior, dated January 1, 1861.

4. The fourth part is a report from the Secretary of the Navy, dated January 1, 1861.

5. The fifth part is a report from the Secretary of the War, dated January 1, 1861.

6. The sixth part is a report from the Secretary of the State, dated January 1, 1861.

7. The seventh part is a report from the Secretary of the Army, dated January 1, 1861.

8. The eighth part is a report from the Secretary of the Navy, dated January 1, 1861.

9. The ninth part is a report from the Secretary of the War, dated January 1, 1861.

BRIEF SUBMITTED BY: TOWNSHIP OF WAINFLEET

Comments on Priority Ratings

- Should be more emphasis placed on waste disposal.

Special Problems

- Old Welland Canal should be preserved as a recreational area.

Key Points

- Concerned with the environment.

APRIL 19 1960

COMMUNICATIONS

TO: DIRECTOR, FBI

FROM: SAC, NEW YORK

SUBJECT: [REDACTED]

RE: [REDACTED]

DATE: 4/19/60

## BRIEF SUBMITTED BY: NIAGARA DISTRICT AIRPORT COMMISSION

### Special Problems

- Feel air transportation should be considered in the transportation section.

### Special Information

- Many new facilities being constructed- new control tower, new 5000' runway, weather forecasting station, instrument landing system, new terminal building etc.
- Large number of companies use airport but most from St. Catharines, Thorold and Niagara Falls.
- Possibility of some industrial development in the airport area
- Commuter air service to Toronto.

### Key Points

- Airports must be considered in the same category as roads and railways when planning a transportation system.
- Great deal of improvement in facilities available at the airport.



## BRIEF SUBMITTED BY: NIAGARA REGIONAL LIBRARY BOARD

### Comments on Priority Ratings

- Increasing and improving library facilities should be a high priority.

### Special Problems

- Will not be able to retain educated people in the Region unless better cultural and library facilities available.
- As well as needing money for operating expenses, many municipalities need new or enlarged buildings.
- Need for funds to develop other recreational programmes.

### Special Information

- Niagara Regional Library Board covers Regional Niagara plus Haldimand.
- Spend \$3.07 per capita in the Region - Toronto \$6.15 per capita and Kingston-Peterborough Region \$2.55 - Niagara 10th out of 14 library regions.
- In the case of St. Catharines, compared to cities same size or larger, only one spends less - are 39 municipalities which spend more per capita.

### Key Points

- Although situation improved somewhat in 1969, only 1/2 of the municipalities spent more than \$2.00 per capita which is a minimum standard.
- Need for a new provincial grant structure which will encourage municipalities to aid libraries.

May 1941

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BRIEF SUBMITTED BY: DIRECTOR OF SOCIAL SERVICES  
REGIONAL NIAGARA

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Comments on Data Accuracy

- without detailed statistical data, can only make very general comments.

Special Problems

- In other areas, particularly Haldimand but also Norfolk, a need exists for government action to get programmes organized.

Special Information

- In future hope for a Social Planning Council to cover region.
- Also all Red Cross services will be centralized to provide the same service over the entire region.

Key Points

- Accept goal of "a general improvement in the social and economic environment".
- All areas of Regional Niagara now all get the same welfare service.
- Need for more data before more specific comments can be made.

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BRIEF SUBMITTED BY: TOWN OF NIAGARA-ON-THE-LAKE

Key Points

- Need for more time to study the Report before any comments can be made.

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## BRIEF SUBMITTED BY: TOWN OF GRIMSBY

### Comments on Priority Ratings

- Generally seem to agree with the priorities as outlined in Tables 8.7 and 8.8 for Lincoln and Welland Counties.
- For Grimsby itself felt improvement of library services should be a high priority as well as other cultural facilities.
- Felt provisions of private facilities for recreation should be a low priority and that transportation and communication should be only a medium priority.
- On Table 7.1, rate Grimsby lower by one point on a third of the categories.
- Also discussed Tables 8.1 and 8.4 - generally agreed with priorities and tried to rate for some which were not filled in ie. air transport - high and improved counselling services - low.

### Special Problems

- With development generally occurring in a narrow arc along Lake Ontario, have conflict between urban uses and fruit farming.
- Transportation rates should be competitive throughout the area.
- Need for study of slow growth industries so can overcome their problems - greater emphasis on telling industry what assistance is available.
- Need for close liaison with conservation authority in acquiring escarpment lands.
- Need for highway above escarpment to relieve pressure on Q.E.W. and also link Fort Erie/Niagara Falls to 401 around Woodstock.

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### Key Points

- Need to overcome problems of conflicts between uses in the developed arc.
- Need for more equitable transportation rates and new facilities.
- Need for study of slow growth industry.
- A thorough study of priorities but generally seem to agree.



BRIEF SUBMITTED BY: THE CITY OF ST. CATHARINES

Key Points

- Need for statistical background and sources before positive proposals or recommendations can be made.

DATE: \_\_\_\_\_ TIME: \_\_\_\_\_

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BRIEF SUBMITTED BY: NIAGARA SOUTH BOARD OF EDUCATION

Comments on Priority Ratings

- Agrees with educational priorities

Key Points

- Education will continue to require the same support it has received in the past.
- Economic development cannot go along with a strong education system. The two must advance together.

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

PHYSICAL CHEMISTRY

1950-1951

LECTURE NOTES

BY

BRIEF SUBMITTED BY: NIAGARA REGIONAL BOARD OF COMMISSIONERS  
OF POLICE

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Key Points

- Not able to reply at this time because do not officially begin to function until next year and do not have any data yet. Hope to be able to make presentation later.

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## BRIEF SUBMITTED BY: TOWN OF SIMCOE & THE TOWN OF DELHI

### Comments on Data Accuracy

- data is incorrect, misleading and out of date.
- Does not believe there is a shortage of labour.
- Table 7.1 - Water and sewer space capacity - with O.W.R.C. plan being undertaken can serve double the present population - should be a 3 rather than a 4.
- Many of the statistics should be checked ie. roads, water supply.
- Figures for public safety misleading and should be considered in relation to actual population.

### Special Problems

- although comments about Norfolk may be true, many comments do not apply to Simcoe ie. Simcoe is industrially diversified.

### Special Information

- Research should be undertaken on the future of the tobacco industry.
- Need for protection of Long Point from any intensive use because of the delicate ecological balance there.

### Key Points

- Lack of public involvement since know of no person who was contacted about this Report.
- Need for tighter planning control in the area to prevent urban sprawl.
- Priority should be given to the protection of historic sites and buildings since much of heritage already destroyed.
- Generally seem to question validity of many of the statistics.

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## BRIEF SUBMITTED BY: TOWN OF WATERFORD

### Comments on Priority Ratings

- Need for study and prompt action to overcome high traffic accident and death rates.
- Need for implementation of regional police force immediately when regional government formed - should be high priority.

### Comments on Data Accuracy

- believe data is inaccurate because collected only on the basis of spot checks.

### Special Problems

- Potential growth centres seem to indicate the larger areas will continue to grow and the smaller areas remain small.

### Key Points

- Objects to being classified as "growth potential not encouraging".
- Should review assessment of growth potential after consultation with local representatives, so future growth can be planned.

CHIEF OF POLICE

COMMUNICATIONS SECTION

TO: SAC, NEW YORK

FROM: SAC, NEW YORK

RE: [illegible]

DATE: [illegible]

BY: [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

BRIEF SUBMITTED BY: HAROLD COSTELLO

Special Problems

- Need for greater planning and separation of uses ie. industrial parks and planned residential areas; would help eliminate scenic pollution and thus aid the tourist industry.
- Also help preserve valuable agricultural lands.

Key Points

- Industrial taxation should be split on a regional basis rather than each municipality collecting its own.
- Provisions of education, police protection, utilities and parks would be on a much more equitable basis. Local parks can still be provided from the 8% fund.
- Recognizes there are problems with the suggestion but can be overcome.



BRIEF SUBMITTED BY: COUNTY OF BRANT

Key Points

- Endorses the resolution passed by the City of Brantford.
- Area will suffer because are not being stimulated while other areas will be.
- North-south transport linkages are weak.
- Need for comprehensive water supply and servicing plan for the Grand River basin.
- Unless regional government is implemented quickly, the area will suffer.



BRIEF SUBMITTED BY: HAROLD F. EDWARDS

Special Problems

- Inadequacy of cash concerning both business and investors is acting as a brake on economic development.
- Costs for equipment high.
- Business has costs now that were negligible years ago - ie. pollution control.
- Local government corporations have reached their debt level and face curtailments.
- air and water pollution.
- Need for refuse sites.
- Inadequacy of housing.
- Recreation facilities.
- Coordination lacking in specific government branches and agencies - hampering sound economic development programme.

*[Faint, illegible markings]*

BRIEF SUBMITTED BY: W. H. UPSHALL

Comments on Data Accuracy

- Data valuable but disappointed in the excessive amount of repetition.
- Meaning not clear in Figure 11.

Special Problems

- Nothing being done to preserve fruitland.



BRIEF SUBMITTED BY: TOWNSHIP OF WOODHOUSE

Special Problems

- Buffer zone west of Stelco Site - does not agree with boundaries - suggests an additional buffer area within boundaries of the Industrial Area.
- Pollution.



BRIEF SUBMITTED BY: REGIONAL MUNICIPALITY OF NIAGARA  
PUBLIC WORKS DEPARTMENT

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Comments on Priority Ratings

- Generally agrees with priorities.
- Table 8.2 - a medium priority seems reasonable.
- Definitely agrees with high priority for road improvements between larger urban centres.
- High priority should be given to access to and from airports.
- Natural resource development roads - medium priority.
- Questions high priority placed on "municipal water supply".
- Agrees with High priority for "municipal sewage treatment" and "reduction of air pollution".
- Urban noise abatement should be given priority rating.



BRIEF SUBMITTED BY: R. S. C. ROKEY

Comments on Data Accuracy

- Commends the careful examination of data from the area.

Special Problems

- Federal and Provincial authorities should make commitment to the preservation of the fruit industry, or plan phasing out programme.
- Competition between municipalities for industry.

Ball's Bluff, 1862

Chap. 1. The Battle

The first of the great battles of the war was fought on the morning of July 1st, 1862, at Ball's Bluff, near Washington, D.C.

Chap. 2. The Retreat

The following day the Union army was defeated and the Confederates moved on to Washington. The Union army was forced to retreat and the Confederates entered the city on July 4th. The Union army was then retrained by General Burnside and fought the Battle of Antietam on September 17th, 1862.

BRIEFS SUBMITTED BY: BISHOP RYAN AND SIR ALLAN MACNAB HIGH SCHOOLS

Briefs were received from the students of Bishop Ryan High School and Sir Allan MacNab Secondary School in Hamilton. Their comments have been reviewed and taken into consideration in the preparation of this brief. The Council wishes to express its appreciation for their interest and looks forward to hearing their comments on Phase II: The Plan.

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice" and "The Hon. Mr. Justice".

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